

THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR YEAR ENDING DECEMBER 31, 1979

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APPROVED BY ALFRED C. HOLLAND, STATE PURCHASING AGENT

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MASSACHUSETTS AERONAUTICS COMMISSION

1979 ANNUAL REPORT

The Commission's major accomplishments for Calendar Year 1979 follow.

During the first four months of 1979, the Governor appointed a new Commission and named Malcolm Woronoff of Norwood as its chairman.

The other members appointed --

Anne B. Baddour (Belmont)
James A. Brickett (South Yarmouth)
Francis X. Messina (Braintree) - Reappointed
Kenneth M. Nash (Pittsfield)

A new director was appointed on an interim basis.

One of the Commission's goals was to expedite the completion of the State Airport System Plan. It also dealt with many noise problems at various airports within the Commonwealth; reviewed and approved an Airport Aid Development Program for 1980, totaling some 5.5 million dollars, including \$500,000 for Airport Master Planning Studies; reviewed aircraft accident reports, and submitted legislation for funding of airport aid development programs to be included in the 1979-'80 Transportation Bond Issue.

Most of the time was spent on problems at Boston-Logan Airport involving traffic congestion, Bird Island Flats development, commuter operations, and problems with general aviation usage.

The Commission also reviewed and commented on federal deregulation of the country's airlines. The transition to deregulation caused serious problems at some of the airports, other than Logan, which required the Commission's involvement.

Through the help of the New England Regional Commission (NERCOM), the Commission acquired a computer terminal and access to NERCOM's computer.

The computer is used mainly to automate our aircraft registration file so that it will be easier to track down non-registered aircraft, as well as quickly identifying the owner of an aircraft involved in a violation or accident. Hopefully, this will increase our revenues, and we will then be able to ask the Legislature for more money to be appropriated back to the Commission for its nav aids account.

We began the year with a staff of 14, and ended it with a total of 12 employees.

AIRPORTS

We issued certificates of approval for commercial operations to 24 municipal airports, 27 privately owned airports, four privately owned seaplane bases, and one privately owned balloonport.

Additionally, we were notified of the operation of 61 private use landing fields, 56 private use heliports, and 18 private use seaplane bases.

Airport Improvement Projects Started in 1978 and Completed in 1979:

<u>Beverly</u>	Install security fencing
	Reconstruct taxiways to Runways 9, 27 and 34
	Construct aircraft parking apron

Airports (continued)

<u>Chatham</u>	Rehabilitate runway lights Install security fencing
<u>Fitchburg</u>	Clear approach zones Light taxiways to Runway 14 Install VASI's on Runways 14 and 32
<u>Gardner</u>	Rehabilitate runway and stub taxiway Install runway lights
<u>Hyannis</u>	Land acquisition
<u>Nantucket</u>	Reconstruct terminal apron Expand terminal apron Install security fencing Rehabilitate Taxiways "A" and "B"
<u>Southbridge</u>	Light Runway 2/20 Install VASI and REIL's for Runway 2
<u>Turners Falls</u>	Resurface Runway 16/34 Install VASI and REIL's for Runway 34

Airport Improvement Projects Completed in 1979:

<u>Chatham</u>	Install security fencing Resurface runway (3,000 x 100)
<u>Lawrence</u>	Relocate electrical vault Install wind cone and beacon Rehabilitate Runway 14 Land acquisition
<u>New Bedford</u>	Rehabilitate and mark Runway 14/32 Construct stub taxiway
<u>Norwood</u>	Rehabilitate runway lights, Runway 17/35
<u>Plymouth</u>	Land acquisition
<u>Turners Falls</u>	Install medium intensity runway lights

The Following Projects were Started in 1979 and will be Completed in 1980:

<u>Hyannis</u>	Construct run-up pit
<u>Worcester</u>	Reconstruct Runway 11/29

OPERATIONS

<u>Registrations</u>	At the end of 1979, the half-way point of our current registration period, we had registered 1798 aircraft. This compares with 1809 aircraft during the last corresponding period and shows that the fleet
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Operations (continued)

is remaining fairly stable, in spite of energy problems.

Inspections

282 inspections of various types were made at airports, heliports, seaplane bases, parachute jump centers, and a balloonport. This compares with 265 during 1978.

Airport Managers

69 airport managers were licensed in 1979. This is the same as in 1978.

Accidents

During 1979 we recorded 62 accidents. Eight were fatal, involving 13 fatalities. These we investigated in detail. In addition, there were 18 accidents involving injuries to 41 people.

Lectures

Operations' personnel continued to give lectures on aeronautical laws, regulations, accident and violation investigation to law enforcement interests. In addition, pilot groups were given safety lectures, and community organizations were addressed concerning airport value.

Flight Instructor
Seminars

We sponsored two additional flight instructor seminars during 1979--our 24th and 25th--during April and October. 190 flight instructors attended the April seminar, and 94 attended the one in October. As of the end of 1979, a total of 1974 flight instructors have attended the seminars that we have sponsored. The seminars are designed to update and standardize flight instruction, and the desired result is to reduce accident rates.

We have been assigned similar dates for April and October 1980 and 1981, while dates for April and October of 1982 are on request.

Waivers and
Permits

During 1979 we issued a total of 206 waivers and permits. Waivers for parachute jumps at areas other than at the four approved parachute jump centers at Turners Falls, Orange, Pepperell and Taunton totaled 97. The remainder of the waivers and permits issued were for agricultural spraying and dusting, pipe line patrol, wildlife and forest fire patrol, air shows, scientific research and electronic testing.

PROMOTIONAviation
Education

During 1979 we participated in High School aviation career days. We also became heavily involved with the Massachusetts Aviation Education Council, providing guidance, mailing and secretarial assistance to the Council. We also flew orientation flights for participants of the Council's Teacher Workshop. We continued to give lectures on aviation safety to various pilot groups and on the economic value of an airport to many service and commerce groups. We also addressed several law enforcement organizations on basic aircraft rescue procedures and aviation law.

Airport
Directory

The supply of airport directories which we had distributed during the past few years finally ran out during 1979. Meanwhile, we had

Promotion (continued)

organized an updated version that is now awaiting return from the printer. We will distribute the new directory during 1980.

Federal/State
Cooperation

Commission personnel continued to work during 1979 on the promotion and development of aviation and safety by meeting with various federal groups, as well as our New England States' counterparts, to exchange accident and law enforcement information and to discuss airport improvements, as well as changes in state and federal regulations.

CASPP

The Continuous Airport System Planning Program (CASPP) is winding down rapidly, with funds running out and statewide hearings completed. The rough draft will be ready for distribution in July 1980, and the finished product will be off the press some time in September 1980--so terminates our Planning Staff at the Aeronautics Commission! It is, however, hoped that we can receive more planning money in the future from FAA, in order to initiate important aviation studies which we feel should be undertaken at the Commission.

Many thanks to all who participated in this update of our State Airport System Plan.

STATEMENT OF SPECIAL APPROPRIATIONSBALANCE APRIL 30, 1980

<u>ACCOUNT No.</u>		<u>BALANCE 4/30/80</u>
6006-8661	State's Share - Airport Construction	\$ 966.69
6006-8681	" " " "	19,263.00
6006-8711	" " " "	38,595.00
6006-8721	" " " "	32,532.00
6006-8731	Airport Capital Outlay Plan-Acts of 1973	136,592.00
6006-8735	Airport Capital Outlay, Ch. 480, Acts of 1979	<u>1,401,000.00</u>
	Total	\$ 1,628,948.69

RECEIPTS FROM FEDERAL AVIATION ADMINISTRATION

Airport Construction Grants (Airport Development Aid Program)	
Period January 1, 1979 through December 31, 1979	\$ 1,290,859.95

LOCAL SERVICE AND COMMUTER AIRLINE PASSENGERS

	<u>1978</u>		<u>1979</u>
Logan - Provincetown-Boston Airline	25263	(-)	24767
Air New England	365140	(-)	327214
Downeast	27327	(-)	26128
Command	31057	(-)	26501
Winnepesaukee	13456	(-)	9647
Pilgrim	17846	(-)	17205
Bar Harbor	54976	(-)	47905
Hyannis - Air New England	124763	(-)	102376

Local Service and Commuter Airline Passengers (continued)

	<u>1978</u>		<u>1979</u>
Martha's Vineyard - Air New England	48408	(-)	44320
Nantucket - Air New England	74351	(-)	64066
New Bedford - Air New England	14234	(-)	4662
Pittsfield - Command	15540	(-)	13460
Provincetown - Provincetown-Boston Airline	26174	(-)	25684
Worcester - Delta	58228	(-)	52746

CONTROL TOWER COUNT

Logan	346030	(+)	358680
Bedford	235749	(-)	225803
Norwood	224542	(-)	208248
Beverly	167742	(-)	147914
Westfield	182338	(+)	185657
Hyannis	117128	(+)	134885
New Bedford	96238	(-)	85737
Worcester	81389	(-)	75606
Nantucket	78241	(+)	85156

INSTRUMENT APPROACHESOn FAA Nav aids

Logan	335661	(+)	338465
Bedford	23479	(+)	26920
Hyannis	18921	(+)	19277
New Bedford	13773	(-)	13427
Nantucket	15810	(-)	15106
Worcester	14283	(+)	15708
Westfield	14676	(+)	19015

On State Nav aids

Norwood	6837	(+)	7525
Beverly	4194	(+)	4216
Lawrence	2876	(-)	2697
Fitchburg	958	(-)	894
Pittsfield	859	(+)	1284
Provincetown	406	(-)	299
Plymouth	237	(+)	286
Great Barrington	260	(+)	309
Taunton	217	(-)	206
Fall River	137	(-)	128
Orange	24	(+)	64
Palmer	46	(+)	53

PLANS FOR 1980

The Airport Development Aid Program (ADAP) is due to expire September 30, 1980. At the present time, all our state funds have been committed to projects which are in progress or due to get underway in the near future. We do not know what the new ADAP bill will

Plans for 1980 (continued)

bring us, but it is hopeful that new legislation will include private/public use airports for some kind of financial assistance.

We will experience a slowdown in aviation growth for this year due to the economy and high cost and scarcity of aviation gasoline. Charter operations continue to increase, while student starts are down, and airlines continue to maintain enplanements, but decrease their frequency of flights by using larger equipment. Budget constraints continue to affect staffing at the Commission. Funding for a third inspector was cut back by the budget reductions in the House and Senate Conference Committees.

To the extent permitted by our budget, we shall continue to perform our statutory mandates to foster and develop aviation in Massachusetts; continue to develop an airport system in anticipation of the needs of the aviation community, and operate air navigation facilities to improve airports, enforce rules and regulations to protect the general public interests, and safety.

Respectfully submitted,

Malcolm Woronoff, Chairman
Anne B. Baddour
James A. Brickett
Francis X. Messina
Kenneth M. Nash

Arnold R. Stymest, Director of Aeronautics

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